The New-York Times.

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LATEST BY TELEGRAPH.

The Steamship Day Among the Senate-ship Lobby.

OBSTRUCTION OF THE COLLINS LINE CHARGED.

Mr. Stanton's Bill Relative to the British Aggressions Agreed Upon.

Interesting Debate on the Naval Appropriation Bill in the House.

The Navy to be Still Further Increased.

Defeat of the Lobby Against the Atlantic Telegraph Project.

Probable Organization of Arizona and Dacotah—The Davis and Benjamin Affair Adjusted, &c.

Special Dispatch to the New-York Times.

WASHINGTON, Wednesday, June 9.

This has been an exciting day for the Steamship Lobby, the sentiment in the Senate being principally composed of the representatives of Collins, Vanderbilt, Law, Roosevelt and Le Roy, Sloo, the Pacific Mail Company, &c. Collins gained one step, in getting the publication to have the destination of his steamers changed to Southampton, in competition with the Havre and Bremen lines, but the Senate vacillated on the proposition to strike out the $220,000 for those lines, leaving them only the postage for compensation. This was pronounced the destruction of the Vanderbilt and Havre lines, and a complete monopoly by Collins.

In the House, the inauguration of the policy attempted to be established by the Committee of the Senate, limiting the subsidies to the amount of the postage, will be opposed as an unfair attempt to prevent the adoption of a new and desirable theory at the very close of the Session.

The bill proposed by Mr. Stanton, entitled "A bill to authorize the defence of the merchant vessels of the United States against British aggressions," was agreed upon in the House Committee on Foreign Affairs this morning, and is intended to be reported to-morrow. I send you the following accurate abstract of its provisions, which have been misunderstood:

The bill provides that in the event of Great Britain persisting in forcibly visiting, detaining or searching American merchant vessels, the President is authorized to employ the naval and military forces to resist and repel by arms all such acts done, or attempted to be done, and for that purpose to complete the public armed vessels now authorized; to equip and employ in active service all the naval force of the United States; to build, purchase, charter, arm and man all such vessels as he shall deem necessary in order to resist all such aggressions and capture and bring in every British armed vessel engaged therein. It is provided that merchant vessels may oppose forcible detentions or visits and capture any British vessel attempting to do the same. The bill revives and makes part of itself Chapters 66, 67 and 68 of the Laws of 1798, relating to captures, salvage, adjudication, the condemnation of prizes, &c. It appropriates $20,000,000, and authorizes the Secretary of the Treasury to advertise for proposals for a loan, said amount bearing not exceeding five per cent interest, payable semi-annually, and for which amount the Secretary will issue certificates of stock, to be sold on the best terms that may be offered, and to be reimbursable at any time after the 1st of January, 1868, at the pleasure of the United States. In the event that England shall persist in committing these aggressions, the President is authorized to apply not exceeding $5,000,000 of this appropriation for the fortifications along the seaboard and frontier. The act to be put in force at any time by the proclamation of the President, setting forth that the contingency of England's persisting in her course has occurred, and thereupon it shall go into effect, to continue in force sixty days after the next meeting of this Congress and no longer.

A strong effort will yet be made to effect the organization of Arizona during this session, certain parties, who have hitherto opposed it bitterly, having yielded their opposition in consideration that Dacotah shall also be organized, previous to which the Nicaragua Treaty must be ratified. The success of the two former measures, therefore, depends upon the ratification of this Treaty. The principal opposition on the Republican side to the organization of these Territories arises from the patronage it gives to President Buchanan. There are four candidates here for the Governorship of Arizona, and for the other offices in proportion.

Several of the leading Republicans, including Grow, of Pennsylvania, voted for the ten new sloops-of-war to-day. A very unanimous feeling in favor of them was exhibited. The Republicans generally supported Mr. Rust's proposition to build three war steamers for the Northwestern Lakes. Such a measure, however, is considered more likely to give offence to, and excite remonstrance from England, than any other measure yet proposed. The decision of the Senate Judiciary Committee against altering or repealing the Ocean Telegraph bill at present, produces great dissatisfaction in the House.

Speaker Hunter will call up the Volunteer Appropriation bill as soon as possible, with a new amendment authorizing the President to borrow the money.

O.

[From the Associated Press.]

WASHINGTON, Wednesday, June 9.

Private advices have been received from Commander Rogers, of the steamer *Water Witch*, at Key-West, stating that a British vessel has been discovered off the steamer Star, with official instructions to cause the visitation of American vessels, and declares that the British cruisers are acting under no new orders, but those of 1847. The news has produced a good effect in Washington.

The House Committee on Foreign Affairs, to-day, agreed to report to-morrow on the bill of Mr. Stickles, proposing, in the event of Great Britain persisting in forcibly visiting, detaining, searching or seizing our merchant vessels anywhere, without the exclusive jurisdiction of Great Britain, the President be authorized to employ the naval and military forces to resist and repel all such acts committed or attempted by Great Britain, and for that purpose to complete the public armed vessels now authorized by law, and employ all the naval force, together with such other vessels as he shall deem necessary to procure, in order to resist and prevent all such aggressions by Great Britain, and to capture and bring into our ports all British armed vessels thus engaged. Authority is given to commanders and crews of American merchant vessels, to oppose and defend themselves against forced visits, searches, restraints, detentions or seizures attempted by real or pretended British armed cruisers, and to subdue and capture the aggressors. So much of laws of 1798, relating to captures, salvage, adjudication, condemnation and distribution of proceeds, &c., is revived except so much as refers to private armed vessels. Twenty millions of dollars is proposed to be appropriated and placed at the disposition of the President and the Secretary of the Treasury to borrow the money on interest not exceeding five per centum, the principal redeemable at any time after June, 1868. In case of contingency it is provided in the first part of the act, that the President be authorized to apply three millions towards the fortifications along the seaboard as is proposed in part this act in operation at any time by proclamation of the President, and it is to continue in force to take effect for the termination of sixty days after the meeting of the next Congress.

Private advices received and dates reports have been circulated relative to the difficulty between Cuneiform Bravo and Commodore Paulding, which we find to consist of the latter having arrested the former for piracy, and is now in irons on board of the latter's vessel. Both are in their seats as usual.

to-day, and the affair has been honorably adjusted through the mediation of friends.

A printed memorial from Judge Watson was this morning laid on the desk of every member of the House, in which he emphatically denies that the people of Texas expect or call for his impeachment, and pronounces the assertion a calumny on them as well as himself. He feels conscious that the charges against him are unjust and unwise, but if the House is not prepared to give him a full, complete, free acquittal, he desires such a course taken as will bring it to a conclusion in the mode provided by the Constitution, namely, a trial.

The unscrupulous efforts of the lobby during the past three months to manufacture public sentiment against the great enterprise in which the Atlantic Telegraph Company are engaged, culminated in the Senate to-day, when Mr. Bayard, Chairman of the Judiciary Committee, asked to be discharged from the further consideration of the extraordinary memorials of Amos Kendall and other parties interested in the Morse Telegraph patent. The Committee also expressed themselves decidedly and unanimously against the bill introduced by Mr. Bigler yesterday, looking to the repeal of the Atlantic Telegraph act of 1857, and also against every measure calculated to throw any impediment in the way of the operations of the Company engaged in the vast enterprise for connecting Europe and America by telegraph.

In regard to the charges which have been made by the lobby, and which have been dispatched over the wires controlled by their authors, to such papers as were open to their misrepresentations and distortions, it is due to the gentlemen who have been most prominent in the Atlantic Telegraph enterprise to say that a solemn contract was entered into twelve months ago, between the owners of the exclusive franchise in Newfoundland and the Atlantic Telegraph Company, by the terms of which the latter are bound to carry out in letter and spirit, every condition of the Telegraph act of Congress of last year, and it is also well known that this contract between the owners of the Newfoundland line (which is the connecting link between the American and Atlantic lines) and the Atlantic Company, was, before it was signed, submitted to and received the full and hearty approval of the English Government. If, therefore, there is anything inconsistent with this state of things in the recent act of Parliament, it is doubtless only necessary to have the objectionable clauses pointed out by the proper parties to insure the prompt and satisfactory action of the British Government.

XXXVth CONGRESS..... First Session.

SENATE.... Washington, Wednesday, June 9.

Mr. Bayard, from the Judiciary Committee, to whom was referred Amos Kendall's and other memorials against the American, Newfoundland and Atlantic Telegraph Companies, asked to be discharged from further consideration of the subject, also to be discharged from the consideration of Taliaferro Shaffner's Transatlantic Telegraph memorial; also recommends that the bill introduced yesterday by Mr. Bigler to withdraw the $70,000 contract from the Atlantic Telegraph Company, do not pass.

Mr. Pearce, of Maryland, referring to the difficulty yesterday, between Messrs. Davis and Benjamin, explained that the misunderstanding arose from his statement respecting the letter of Major Bell and other documents. It was manifest that the two Senators were speaking of different papers, causing a different view of the facts. It is equally obvious that neither would have taken a different view from the other, had they been in possession of the same data. He would, however, add that in the Senator from Mississippi's second remark, was an asperity of tone which he would not have used had the facts been presented to him.

Mr. Davis replied, saying that the misunderstanding had arisen from the cause stated. There was, however, some justification in the delicate position in which he was placed towards the Secretary of War, and to his mind it appeared as if an imputation was implied that he wished to undermine a recommendation of the Secretary of War by diverting the appropriation he asked to other objects. His manner was not offensive in intention, and it was due to himself to say that he was incapable of injuring the feelings of any one. Anger is contagious, and he had thought that the Senator from Louisiana has exhibited angry feelings in his remarks. If his manner was unfortunate, and his friends tell him it is occasionally dogmatic and dictatorial, he attributed it partly to his military training, and he looked no otherwise than kindly on the Senator from Louisiana.

Mr. Benjamin felt the embarrassment of making an explanation, but would appeal confidently to his brother Senators to sustain him that on no occasion had he exhibited any but courteous bearing towards them. Patient himself at a difference of opinion, he looked for the same courtesy towards himself, and was careful that the debate should leave no sting. He was utterly astonished when the Senator yesterday exhibited what at the time he did feel was asperity toward him, although the explanation now made it less astonishing, and it was natural that he (Benjamin) should exhibit some feeling, although, he hoped, tempered with that dignity which was due to the Senate. He had a high respect—indeed, without flattery, an admiration—of the Senator, and would be happy to forget all between them, except the pleasant passage of this morning.

The Indian Appropriation bill was taken up and passed.

The Ocean Mail Steamship Appropriation bill was next taken up, and Mr. Seward, of New-York, made a speech in favor of the Collins Line.

Mr. Davis, of Mississippi, of the Military Committee, presented a report of the investigation into the charges against Senator Rusk in the sale of the Fort Crawford Reservation, to the effect that the Committee do not find any thing substantiated by evidence against Mr. Rusk.

Mr. King, of New-York, as a member of the Military Committee had heard the testimony, and condemned the management and conduct of the sale in December, and did not concur in the report of the majority of the Committee.

Mr. Wilson, of Massachusetts, expressed similar sentiments as to the management.

Mr. Harlan, of Iowa, who had been the cause of procuring the investigation, expressed his gratification with the report, which was adopted.

The Ocean Mail Steamer Appropriation bill was taken up.

Mr. Hunter, Va., explained that it was desired to inaugurate a system of abolishing subsidies, and recompensing Ocean mail steamers by the amount of postage only on the letters they convey. The Finance Committee's amendment was for the transportation of the mails from New-York to Liverpool and back, in pursuance of a contract with the Collins Line for $346,500, providing that the Collins steamers failing to sail, the Postmaster-General shall contract with some other Steamship Company to make the missing trip for a sum equal to the postage; also, providing that the Postmaster-General may, with the consent of the contractors, change the terminus from Liverpool to Southampton. The amendment was carried by 28 against 13, Mr. Hunter failing to procure the passage of an amendment that in the event of the lines running to Southampton, their remuneration shall be the postage only.

The Finance Committee's second amendment was, that instead of the definite sum of $220,000, the New-York and Bremen and New-York and Havre lines shall be paid by the postage received, and allowing the Postmaster-General for contingencies in the mail service between New-York and Europe $120,000. Both of which were lost.

Mr. Yulee, of Florida, subsitited an amendment authorizing the Postmaster-General to cause the mails to be transported between any United States and Foreign port paying therefor the amount of postage conveyed. Agreed to.

Mr. Clingman, of North Carolina, submitted an amendment, which was lost, that after June 30, 1860, a discriminating rate of 100 per cent. shall be imposed as extra postage on letters conveyed by foreign subsidized steamships.

Mr. Pugh moved to reduce the appropriation from $328,000 to $85,600 for the mail transportation from Panama to California, until the expiration of the present contract with the Pacific Mail Steamship Company; also authorizing the Postmaster-General to contract with Mr. Sloo after that date for the transportation by the Tehuantepec route at rates equivalent to the postage. Not agreed to. Some slight amendments were then made, and the bill passed by 23 against 21.

Mr. Sawan took general ground, in the debate, in favor of the Collins Line, and of Southampton as a terminus.

Mr. King was in favor of inaugurating the new system after the expiration of the present contracts.

Mr. Toombs and Mr. Pugh opposed the Collins interest. Messrs. Benjamin, Simmons, Collamer, Fessenden, Mallory, Yulee and others spoke on the same subject and details of ocean mail carriage. The total amount voted by the bill is about a million and a half of dollars.

Then the Indian Deficiency bill was taken up, when the Senate adjourned.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Wednesday, June 9.

The House passed the Senate bill repealing the fifth section of the Act authorizing the registry or enrollment of vessels to be issued in the name of the President or Secretary to any improvised vendees.

On motion of Mr. John Cochrane, the consideration of the bill for the codification of the revenue laws, was postponed until the second Wednesday in December.

The House passed the Senate's resolution, fixing Monday next for the adjournment.

On motion of Mr. J. Glancy Jones, of Pennsylvania, it was resolved to take a recess from 4 to 6 o'clock in the evening.

The House proceeded to the consideration of the Senate's amendments to the Naval Appropriation bill.

The House agreed to the amendment of the Senate, appropriating $10,000 for compensation to the Commissioner to Paraguay, under the resolution for the adjustment of the difficulties with that Republic, and a salary of $7,500 per annum.

A recess was then taken to 6 o'clock.

On reassembling, the Senate's amendment appropriating $1,200,000 for five steam-screw sloops-of-war, their greatest draft of water not to exceed 14 feet, and one side-wheel war steamer for service in the China seas, of a draft not to exceed 8 feet, having been read, Mr. Bocock, of Virginia, moved to insert ten instead of five. He said that these vessels are needed in the Navy for the peace establishment, which, in view of our foreign relations, should be complete to prevent war, for weakness invites aggression, while strength repels it. He recommended this as a measure of economy. There is a full complement of mechanics and laborers in our Navy Yards engaged in making repairs, many of which are not needed, and they could be put to work on these ships.

Mr. Bocock's amendment was agreed to—91 against 42.

Mr. Harris, of New-York, proposed an amendment providing for four additional war steamers for service on our north-western Lakes, within the limitations of the treaty between the United States and Great Britain. He had heard war speeches, but did not know whether there would be war or not. While our citizens on the Lakes have a marine capable of taking care of the common defence, if their harbors and channels are not improved, they will ask that equal protection be given these inland seas. If sloops-of-war with Dahlgren guns are needed on the Atlantic and the Gulf, they are wanted on the northwestern Lakes.

Mr. Keitt, of South Carolina, was willing to put the Lakes in a proper state of defence. He was not prepared to prophecy the result of the impending difficulties with Great Britain, but in his judgment there would now be no war, nor would he do anything to produce it. At the same time, even at the hazard of a war, he would resist the right of search, a right which Great Britain will never voluntarily relinquish, and out of which war must ultimately grow. Great Britain would then rush on her own destiny, sink into a third-rate power. While she can bear a rival, she can never bear a master. We are now becoming master of Great Britain in intelligence, natural resources and commerce, in all that constitutes power. She must sink into insignificance. We would put the country in a state of defence while the negotiations are pending, the only result of which will be a postponement of the hostilities.

Mr. Harris's amendment was then agreed to.

Mr. Lovejoy, of Illinois, said it was a preposterous idea that, in order to keep the peace, we must go armed. A person armed was more likely to get into a quarrel than one unarmed. It was unchristian and uncivilized to go armed and utterly useless. The proposition for gun-boats was a perfect fizzle. They were not adequate as a means of defence, and their building would only take money out of the treasury.

Mr. Garnett, of Virginia objected to the amendment, on the ground that if there was a prospect of war we had not ships enough, and could not finish enough in time for them to be of any use. Nothing would grow out of the proposition, he said, but food for stock-jobbers and demagogues. He did not believe that any war would hereafter take place with Great Britain. The whole effect of adjourning our difficulties has been that they have been from time to time uniformly settled in our favor. The greatest allies are time and Providence. There are commerce and work and verge enough for both nations. There is no rivalry, but only a generous emulation. We can wait till next year for building these vessels when there is more money in the Treasury.

Mr. John Cochrane, of New-York, proposed to add ten screw iron gun-boats, with full steam power, and of a greatest draft of water of ten feet, armed and provided for service in the waters adjacent to this continent. This was a peace measure, and yet in the time when the insolence of an arrogant power sends her hounds after our commerce, and demands the right of visitation and search our vessels are pursued by these foul monsters of the deep, and our rights trampled under foot; and yet gentlemen sneer at or affect to treat the Senate's amendment with contempt.

Mr. Grow, of Pennsylvania, was opposed to the amendment, and to all efforts to create a war in the absence of official information through the proper channels. When the flag of the country is insulted and the rights of our citizens violated by any nation on the face of the earth, which refuses reparation, then is the time for Congress to take action, and not leave it discretionary with any man to provoke a war by appealing to public passion and violence. Whatever may occur in the Gulf, he did not think Great Britain would take a position other than that heretofore avowed through Lord Aberdeen to Mr. Everett in 1841, who said, "If, in spite of the utmost caution, an error should be committed, it will be followed by prompt reparation, and that the British cruisers had no right to interfere with American vessels, whatever their destination, even if engaged in the Slave-trade." Therefore, reparation will be made by the British Government.

Mr. Cochrane's amendment was agreed to.

Mr. Savage, of Tennessee, offered one for ten steam frigates, but no money to be appropriated therefor until the President gives notice for the abrogation of the Clayton-Bulwer treaty. He said that, on a former occasion, he used the language, which he now repeated, that that treaty was an infamous bargain and contract, and that no man in America should hold the humblest office who either expressly or by implication approves it, which is the cause of all the evils of the last few years. When the treaty was made, he said, the American jackass hunted an association with the British lion. We have kept the bond unbroken, while Great Britain constantly violates it.

Mr. Clark, of New-York, wished to know whether there was any provision in the treaty for its abrogation.

Mr. Savage—Yes. That's the only wise provision in it.

Mr. Smith, of Virginia, opposed the amendement. He thought he had as much repugnance to the treaty as Mr. Savage, considering it a check on American progress, and an improper intermingling with foreign affairs.

Mr. Savage's amendment was rejected.

Mr. Letcher, of Virginia, offered an amendment, which was agreed to, 71 against 54, authorizing the President to borrow $1,000,000, the rate of interest not exceeding six per centum per annum, payable half-yearly. He said the sum would be expended on the construction of these vessels.

Mr. Blair, of Missouri, submitted an amendment providing for ten war steamers, to be employed on the Mississippi, Ohio, Missouri and Arkansas Rivers as snag boats. [Laughter.] He believed that the whole object of maintaining a navy was the protection and preservation of our commerce, and pointed to the extensive commerce of the Western waters, which deserves the attention of the Government. The amendment was rejected.

Mr. Clay, of Kentucky, said we need these ships not for war, but peace and the preservation of our commerce. He was astonished to see gentlemen on the Republican side willing to consider this as a war measure. With the gentleman from Illinois, (Mr. Lovejoy,) everything with the Negro in it was, during all this session, a cause of war. He was not so much surprised at the remarks of the gentleman from Pennsylvania, (Mr. Grow,) who would wait till an army was landed on our shores, and the President transmitted a message to Congress, before preparation was made for war. But he confessed to some degree of surprise when he saw his friend from Virginia, (Mr. Garnett,) on the other side of the House, rising in his place, and, as if in concert with Mr. Lovejoy and Mr. Grow, denouncing the measure for the construction of ten sloops-of-war as food for speculators and demagogues. With him (Mr. Clay) there was no demagogueism nor scheme of speculation.

Mr. Covode explained his vote for fifteen vessels. It was not because he had the remotest idea of war, but because the interests of peace desire an increase of the Navy.

Mr. Morse, of Maine, offered an amendment, that the Secretary of the Navy take immediate measures to have the ship *Franklin* provided with steam engine and launched. Adopted.

Mr. Garnett replied to Mr. Clay. He could not be responsible for the latter's surprise, nor could he (Clay) be more surprised at anything he (Garnett) had said, than he was at his (Clay's) recent proposition to confer war-making power on the President, coming as it did from the gentleman from Kentucky, with such illustrious recollections attached to his name. What he (Garnett) did say, was that this agitation for war was food for demagogues and stock jobbers.

The House went into Committee of the Whole on the Senate's amendments to the Army bill, forty-nine in number.

Mr. Clay further replied to Mr. Garnett, saying he was for war with Great Britain, in 1814, for less cause than the recent visitation of forty-seven of her ships. The American flag dragged in the waters of the Gulf.

The House disagreed to the Senate's amendment, appropriating $1,200,000 for fortifications.

The Committee arose without acting on all the amendments. Adjourned.

The Tehuantepec Transit Route—Letter from the Postmaster-General to the Chairman of the House Post-Office Committee.

Correspondence of the New-York Times.

WASHINGTON, Tuesday, June 8, 1858.

The following letter, which has been hitherto preserved by the Committee of Post Offices, &c., as confidential, has just been permitted to transpire. It is chiefly indicative of the bias of the Administration towards Hargous & Co., who have not possession of the road over which they propose to carry the mails. It is, nevertheless, tolerably certain that for the present the Hargous Company are laid out—no contract will be made, probably, this year:

POST-OFFICE DEPARTMENT, WASHINGTON, May 24, 1858.

Hon. Wm. H. English, Chairman Committee Post-Offices and Post-Roads:

Sir: In reply to your communication of the 20th inst., I have the honor to state that no contract has been entered into with any party or parties to carry the California mail by the Tehuantepec route. Applications for such a contract having been repeatedly made, verbally and perhaps in writing, the Department advertised for proposals, which may be seen in the printed pamphlet for proposals for Louisiana, page 51.

Having advertised for proposals on this line, and received one or more bids on it, the Department, after taking suitable time for deliberation, has come to the conclusion to establish mail service thereon, from New-Orleans *via* Tehuantepec to Acapulco, provided a satisfactory contract can be made for that purpose. The service is not proposed to be put on further than to Acapulco, because the present line of steamers from Panama to San Francisco, always touch at Acapulco, and can take on the New-Orleans mails and passengers. It is not, however, proposed to make the first contract for a longer period than one year from Oct. 1, next, so that this contract, and the one from New-York to Aspinwall may expire at the same time. In the course of this year the practicability of the Tehuantepec route may have been fully tested, and its capability to furnish the shortest, cheapest, and safest mail route to California fully demonstrated. The Department, by the simultaneous expiration of the contracts on these two routes, will be enabled to determine which one to select, or whether to keep up both, accommodating the mails and the passengers from New-York and New-Orleans respectively, and paying each according to the amount of mail service rendered.

It is alleged that by starting this line from New-Orleans correspondence, from the Atlantic side will be received nearly one week later than at present, and from California on the Atlantic States in like proportion. That is to say, that while letters sent from Boston to New-York to California by Panama, would reach Acapulco about — days after they had been written; others sent from New-Orleans would, *via* Tehuantepec to Acapulco, would reach them in about — days, thus practically furnishing nearly a weekly mail instead of a semi-monthly communication, as at present.

The terms of the contract are not yet definitely settled, and, therefore, cannot be set forth, but the Department does not anticipate much difficulty in being able to obtain the service on reasonable and satisfactory terms.

The authority of this Department to make such a contract may be found in the second section of the act of March 3, 1851, which the Postmaster-General considers ample and undoubted.

Serious doubts have been expressed as to whether the road has been yet, or will be made in time, sufficient for the performance of the contemplated service. The Department, however, will take care, in making any contract, to provide that where there is no service, there shall be no pay, and that no fines or forfeitures shall be remitted for failures, arising from a want of a suitable road, or for obstacles presented by the insufficiency of river navigation or of the bays, at either terminus of the transit. If, therefore, the river, bay or road shall not be sufficient, the contractors, not the Government, will be the losers by it.

The Tehuantepec route has long been a favorite one with the Government and people of the United States. No opportunity has been lost in endeavoring to secure it. Having at last secured it by the terms of the Gadsden treaty, and a reasonable probability now existing that the route has been, or will in a short time be, placed in a condition to receive the service, the Department sees no good reason why it should not enter on the enjoyment of those advantages so earnestly desired and so long anticipated by the people and Government of the United States.

In proposing to make the contract the Postmaster-General does not intend to decide any controversy which now exists or may hereafter arise between rival claimants under the grants or decrees of the Mexican Government. Who are the true owners of the right to make the Road is left to the proper tribunals to determine. It is enough for the Department that parties of undoubted responsibility, claiming to be in possession of the Road, and to be the lawful owners of it, have proposed to perform the desired service. If in this there shall be any mistake, the contract with the parties will terminate with their loss of the Road, and the Department be as ready to contract with the successful claimants as with the present ones. In any point of view, it would seem to be the interest of the true owner of the right, whoever he may be, that the contract should be made. It will materially aid in the early completion of the Road, and furnish the assurance that after the United States had entered on the use of it in the transmission of her mails, that no wanton or illegal revocation of the right would be tolerated.

The Department, in arriving at the conclusion that the time has come when the mail service of the United States ought to be placed on this new and additional route, has not been influenced in the slightest degree by mere geographical partialities. Rightly considered, there are no rival and separate interests of the North or Northeast to be prejudiced by the establishment of this route. If it be shorter, safer and more expeditious than other routes, it can and will be adopted by the people of that portion of the United States, both for postal and for traveling purposes, as freely and as fully as by those of the West and Southwest. If it presents no such striking advantages, then more Southern transits, such as Panama, Cairgui, Nicaragua, will continue to be used by all the Northern or Northwestern portion of the Union; whilst that of Tehuantepec would probably be used by the people of the West and Southwestern States, whose geographical *positions* rendered it to them the most desirable transit.

I am, very respectfully, your obedient servant,

AARON V. BROWN.

*It is not here intended that the line is to the *Port* of Acapulco, but it is mentioned only as a designation of the place at or near which the two lines are to be merged into one. The legal form of the contract will be for service from New Orleans to San Francisco, both being American ports, and strictly within the act of 1851.

The Capsizing of the Yacht Prairie Flower in Boston Harbor—Seven Dead Bodies Recovered.

BOSTON, Wednesday, June 9.

The yacht *Prairie Flower*, which capsized in the harbor yesterday, was towed up to the wharf last evening. Her hull remained under water, but by grappling, during the night, seven dead bodies were recovered from the cabin. The party on board numbered 47, and others are missing. The list of dead is as follows:

Osgood Sanborn, aged 20, late chief clerk in the Salem Post-Office; David Fitz, ship-joiner, 23 years old; Donaldson, aged 20 years, son of Alexander Donaldson, pump and block maker; Wm. Newcomb, aged 20 years, son of Caleb Newcomb, hardware dealer; Clark, aged 20 years, son of John Clark; Smith, aged 14 years, son of John R. Smith; Wm. H. Russell, aged 21 years.

BOSTON, Wednesday, June 9—P. M.

The *Prairie Flower* has been raised and pumped out. No more bodies were found, and it is believed the seven recovered embrace all the lost. All those drowned were very young and highly respectable persons, mostly belonging to Salem, to which place their bodies have been removed.

Re-election of John P. Hale as U. S. Senator.

CONCORD, N. H., Wednesday, June 9.

The House, to-day, reelected Hon John P. Hale United States Senator, giving him 189 votes, against 111 for John S. Wells and 7 scattering.

CONCORD, Wednesday, June 9—P. M.

The Senate Republican Caucus, this afternoon nominated John P. Hale for Senator. The vote on the nomination will be taken to-morrow.

The election of State Treasurer has been postponed for one week.

The application for the extension of telegraphic facilities in this State, has been referred to the appropriate Committee.

Illinois Administration State Convention.

SPRINGFIELD, Ill., Wednesday, June 9.

The State Convention of the Administration Democracy assembled here to-day. Two hundred and sixty three Delegates, representing forty-eight counties, were in attendance.

John Dougherty was nominated State-Treasurer, and Ex-Gov. Reynolds Superintendent of Public Instruction.

Resolutions were adopted affirming adherence to the Cincinnati platform; reaffirming the principle of non-intervention in the Territories; opposing any concentration of power in the hands of the general government; deprecating Slavery agitation; condemning Senator Douglas; and denouncing his opposition to the Administration as corresponding exactly, and keeping the pace with Senator Seward.

Movements of the Troops for Utah.

ST. LOUIS, Wednesday, June 9.

A Leavenworth dispatch of the 7th inst. says that the fifth column, under Colonel Sumner, marched on Saturday; that the sixth and last column, under Major Emory, leaves on Wednesday, and that General Harney would move forward on Thursday.

Mercantile Suspensions.

PHILADELPHIA, Wednesday, June 9.

A firm in this city engaged in the exportation of Breadstuffs, has suspended.

Non-Arrival of the Asia.

SANDY HOOK, Wednesday, June 9—10 P. M.

There are as yet no signs of the steamship *Asia*, now about due off this point with Liverpool dates to the 29th of May. Weather clear.

THE CENTRAL PARK.

A CARD FROM THE MAJORITY OF THE COMMISSION IN REPLY TO MESSRS. DILLON AND BELMONT.

The undersigned, Commissioners of the Central Park, deem it a duty to the public and to the work committed to their charge, to offer a full and complete record of the action of the Board, with regard to a subject concerning which two of their associates have presented an incomplete and fragmentary report, and one which is calculated to leave an impression that due consideration has not been given to certain peculiar views of those two gentlemen.

On the 4th of May, a Committee, consisting of Messrs. Russell, Green and Belmont, were appointed to report "What if any modification of plan No. 33, adopted by the Board, is at present advisable." Mr. Dillon was appointed on this Committee, and asked to be excused. Mr. Fields was then appointed and also asked to be excused. Mr. Belmont was then appointed, who being out of town did not meet with the Committee. On the 10th of May this Committee reported, advising certain modifications. The report was printed, laid upon the table and made the special order for the next meeting. The Superintendent was at the same time ordered to immediately stake out the principal features upon the ground. On the 13th May, on motion of Mr. Dillon, the Superintendent was directed to report at the next meeting of the Board, what, if any, modifications of plan 33 he would recommend to the Board. At a meeting on the 14th May, Mr. Dillon not being present, the subject was not acted upon. On the 17th of May the Superintendent reported favorably to modifications proposed by the Special Committee which had been under discussion before the Board.

On the 18th of May, a resolution was proposed that the Board now proceed to the adoption of a plan, Mr. Dillon voting in the negative, (Mr. Belmont being absent,) it was lost. At the same meeting, on motion of Mr. Dillon it was "resolved that plan No. — is hereby adopted by the Board as the plan of Central Park, subject to such modifications as may be from time to time ordered by this Board." The blank was filled by inserting 33, Mr. Dillon alone voting in the negative. At the same meeting the following was passed:

Resolved, That plan No. 33 having been adopted as the basis of improvement, the architect-in-chief be instructed to immediately proceed to the construction of the park, with such modifications as are contained in the Report of the Special Committee of May 10, together with those contained in the Report of the Superintendent of May 14th, leaving for future consideration whatever is not necessary to be immediately determined upon.

At the regular meeting held in the afternoon of the same day for the express purpose of considering the resolution of May 12th, offered by Mr. Dillon, that gentleman proposed two further amendments to the adopted plan, and the entire session of the Board was occupied with a consideration of them. At the next following meeting, on the 24th of May, Mr. Dillon offered modifications to his previously-considered amendments, which were accepted. Mr. Dillon then continued the discussion of his amendments and offered fifteen additional amendments. After having occupied the whole remaining time of the session in advocating his views, the Board extended to him the courtesy of ordering all his amendments with their modifications, printed, and made them the special order for the next meeting. At the next meeting, on the 27th of May, Mr. Dillon again asked leave to make alterations in the amendments offered by him at the previous meeting, which was unanimously granted. The Board then resumed the consideration of the amendments as modified, and Mr. Dillon explained his views, particularly with regard to the first and second of them. At the same meeting the architect-in-chief was instructed to consider and report upon the amendments proposed by Mr. Dillon; and two other Commissioners having offered amendments, they were similarly referred. At the adjournment of this meeting of the Board, it was informally agreed that the members should meet at the Park, at 9 o'clock on the morning of the next meeting, for the express purpose of seeing how far the radical changes in the plan proposed by Mr. Dillon were appropriate to the ground. In order to facilitate this study, the architect-in-chief took pains to have the leading feature staked out and otherwise indicated, and on the 31st, five of the Commissioners (not including Mr. Dillon or Mr. Belmont) occupied the morning in a detailed study of the subject on the ground. In the afternoon the Board met, and, some necessary routine business having been dispatched, again proceeded to a consideration of the amendments proposed by Mr. Dillon. The greater part of the whole session having been again occupied by him in their advocacy in remarks applicable to the whole series, some other members having expressed their views, the question what disposition should be made of the amendments was then before the Board.

It will be seen that the plan of Mr. Dillon had occupied the attention of the Board to the exclusion of almost all other business *during four entire sessions*. It had become apparent that his views as a whole were incongruous with the plan which had been adopted as a basis of construction, and it was considered that many of them were impracticable in themselves from the nature of the ground. Not being prepared, therefore, to adopt them, yet being desirous to avail itself of whatever might be found valuable and applicable in them, the Board resolved to refer the amendments of Mr. Dillon, as well as all others which had been, or which should hereafter be presented, to the President and Architect-in-Chief, "to report such of them to the Board as their judgment may determine desirable to have incorporated in the plan as the work proceeds."

It cannot escape notice that not one of the signers of the protest had at any time offered either an amendment or a suggestion, or taken any part in any of the proceedings in connection with the amendments, except to second a motion.

We have given the above statement of facts as they occurred, for the purpose of counteracting an erroneous impression that may arise from a perusal of the card of Messrs. Dillon and Belmont that their propositions have not been duly considered by the Board. With regard to the merit or demerit of the leading proposition of Mr. Dillon to divide the Park through its entire length, where not already divided by the reservoirs, by two straight lines of trees, we do not feel called upon now to resume in public the very full discussion which the whole subject received during the six weeks that elapsed between the rejection or the designs and the formal decision of a large proportion of the Commissioners in favor of the leading features of the plans which were finally selected for the Park.

WILLIAM K. STRONG,
JOHN E. DEVEREUX,
JOHN J. GRAY,
C. W. ELLIOTT,
JAMES HOGG.

FOUR DAYS LATER FROM EUROPE.

The News of the Late Aggressions in England.

Views of the British Press on the Movement to Abrogate the Clayton-Bulwer Treaty.

Refusal of Naples to Satisfy the British Demand.

The Atlantic Telegraph Experimental Trip.

NEWS FROM INDIA AND CHINA.

Cotton Lower—Consols 97 7-8.

The screw-steamship *Kangaroo*, from Liverpool at 9 o'clock, on the morning of Wednesday, the 26th of May, arrived at this port yesterday morning.

The steamship *Arabia*, from New-York, arrived out at Liverpool at 10:15 P. M., on the 21st of May.

Intelligence of the outrages committed by the British was received in England. The London journals make no comment on the affair, for they were not ignorant of the fact that this was more than a mere isolated offence. They simply carry a paragraph from the New-York Times calling upon the American Government to obtain satisfaction and reparation for the outrage.

A line of steamers from Galway to America is again projected. A Dublin journal (*Saunders' Mail Letter*) says:

"We understand that a British Steam-Packet Company are about placing a first-class steamer on the station between Galway and America, and have made certain propositions to the Midland Great Western Railway Company, for the purpose of making arrangements for the transit of their goods and passengers between this country and England and vice versa. The proposed plan of operations having been submitted to the Directors of the Midland Great Western Railway Company, it has received, we are credibly informed, their prompt consideration, and that every facility will be offered on their part to insure the success of the undertaking. The trip across the Atlantic is to be made in six days, and the first steamer, it is thought, will sail about the 10th of June."

The Galway *Mercury* confirms this statement, and says it is contemplated to make the service a fortnightly one, and that memorials have been sent to Government, praying for a share of the mail patronage.

Parliament was not in session.

At the annual meeting of the Royal Geographical Society in London, the *Times* says the President, Sir R. Murchison, invested two distinguished geographers —Professor Page, [Bache?] of the United States, and Captain Collinson, of Arctic fame—with the medals awarded to them by the Society. Professor Page was represented by the American Minister, Mr. Dallas. Some of the London papers represent Mr. Dallas as being the recipient of the medal in his own right, and as returning thanks accordingly.

The *Court Circular* says that Queen Victoria is in a fair way of making another addition to the royal family before the close of the year.

The funeral of the late Duchess of Orleans took place at Weybridge, Surrey, on May 28, her remains being deposited in the same vault as those of Louis Philippe. The ceremony was attended by Prince Albert, and by a large concourse of foreign Ambassadors, and French notables, including M. Guizot and M. Thiers.

Mr. Barry, the American horse-tamer, has been demonstrating his power over a wild horse, before a distinguished company in London. His experiments were quite successful.

The London *Times* says, editorially, that the Neapolitan Government has distinctly refused compensation to the English engineers, and that there is but one tone which becomes a British Cabinet under such circumstances. There has been far too much delay already, and the time has arrived for immediate satisfaction from the Neapolitan, or immediate action by the British Government.

John O'Connell, son of the late Daniel O'Connell, and one of the principal repeal agitators, is dead.

The telegraph fleet were expected to sail from Plymouth on the 26th of May, and, after trying all the experiments required in water over two miles deep, they will return to that port before the end of September, as at first contemplated. It is proposed, immediately on the completion of laying the present cable, to lay another cable from the head of Placentia Bay, Newfoundland, direct to Portland, Maine, so as to have the advantage of two lines from Newfoundland to the United States, and thereby, in the event of accident to one, prevent any detention of European messages at Newfoundland.

The *Moniteur* officially announces that the Plenipotentiaries of France, Austria, Great Britain

The New-York Daily Times, Thursday, May 28, 1857.

Mr. EARLY, the celebrated American Horse-tamer, whose feats have already attracted the notice of the public in the Palace of the United States, has opened a School for the Training of Horses, at the Hippodrome, Jerusalem, Long Island, where he will be happy to receive visitors at all hours. Mr. EARLY, the celebrated American Horse-tamer, has opened a School for the Training of Horses, at the Hippodrome, Jerusalem, Long Island, where he will be happy to receive visitors at all hours.

The Murder on Board the American Ship "J. R. Freeman."

JOHN SHIRLEY, boatswain, and GEORGE WILLIAMSON and JAMES MORRIS, seamen, on board the American ship *J. R. Freeman*, who have been in the custody of the Police since the 15th inst., charged with the murder of a shipmate named HENRY ALWARD, during the voyage from New-Orleans, were for the first time brought publicly before the Liverpool magistrates on Saturday, May 23, 1857. The prisoners are to be made accountable for the value of the vessel in case of loss.

The following deposition, among others, was taken:

Deposition of Charles Wood.

I am a seaman, and was lately on board the ship *J. R. Freeman*, of New-York, bound from New-Orleans to Liverpool. I left New-Orleans on the 15th of April last. I was on board the ship during the whole voyage. I knew Henry Alward, the deceased. He was a native of Boston, Massachusetts, and was about 25 years of age. He was a seaman on board the ship. I remember the ship arriving off the Mersey on the 19th inst. I saw Alward on board the ship on the morning of the 20th inst. I was in the forecastle at the time. I saw Alward lying on the deck. He was lying on his back. He was dead. I saw no marks of violence on him. I saw no wounds on him. I saw no blood on him. I saw no bruises on him. I saw no marks of violence on him. I saw no marks of violence on him. I saw no marks of violence

NEW-YORK LIVE STOCK MARKET

Reported every week, expressly for the New-York Times, by Messrs. WILKIE and WHEELER, Live Stock Brokers and Commission Merchants.

WEDNESDAY EVENING, June 9, 1858.

The principal Market Places are

WASHINGTON GROVE-YARDS, 44TH-STREET, Hoboken, on Sixth-street; CHAMBERLIN'S, on Robinson-street; and O'BRIEN'S, on Sixth-street. Our Reporters refer to these regular markets. Irregular sales are sometimes made at Bergen Hill, N. J., and from the Hudson River Boats.

The great sales day at the Washington Yards is on WEDNESDAY of each week. The reports from all the yards are made up for the preceding week to the morning of that day.

RECEIPTS OF ANIMALS AT THE PRINCIPAL MARKETS FOR THE WEEK ENDING JUNE 8, 1858.

NAMES.	Beeves.	Milch Cows.	Veal Calves.	Sheep & Lambs.	Swine.
Washington Grove-Yards, Forty-fourth-st., Hoboken.	743	2131	11	836	693
Wilkie & Wheeler's, Forty-fourth-st., Hoboken.	.....	62	0	10	2504
Chamberlin's, Sixth-street, Hoboken.	.....	31	61	75	2979
O'Brien's, Sixth-street, Hoboken.	.....	25	53	20	423
Bergen Yards, Bergen Hill, N. J.	.....	.....	.....	.....	.....
Total for week...	3431	2856	125	916	6599
Last week	3431	2856	314	707	6599

Average weekly receipts of Beeves at the four City Markets and Bergen for the year 1857..... 3,143.
Receipts for the corresponding week last year..... 3,191

L. P. ALLERTON, proprietor, reports the animals at the Washington Grove-Yards received, as follows:

CONSIGNED.	Beeves.	Milch Cows.	Veal.	Sheep & Lambs.	Swine.
New-England	265	.....	.....	.....	114
Erie Railroad	900	.....	.....	.....	.....
Hudson River Boats	300	.....	.....	.....	.....
Harlem Railroad	19	19	666	662	.....
New-Haven Railroad	.....	.....	.....	.....	.....
Camden & Amboy R.R.	61	.....	.....	.....	.....
On Foot	.....	.....	.....	.....	.....

The Cattle at Forty-fourth-street were derived from the following sources:

Ohio	626	Missouri	—
New-York	161	Pennsylvania	19
Illinois	100	Texas	—
Kentucky	110	Connecticut	—
Indiana	247	Michigan	—
Virginia	—	New-Jersey	42
Iowa	—	Canada	—

Receipts of Hogs at the Western Yards, foot of Forty-fourth-street, on the Hudson River for the week ending June 8, amount to 7,644 head.

Report of Hogs received at Hudson River Drove-Yards, foot of Thirty-seventh-street, for the week ending June 9, 1858:

By Erie Railroad	3,089
By Hudson River Boats	272
By Harlem Railroad	490
By Albany passengers	1,350
Total	5,136

The following is the report of Live Stock over the New-York and Erie Railroad, delivered for New-York, for the week ending Wednesday, June 9, 1858:

	Head.		Head.
Cattle	1,571	Horses	37
Sheep	2,214	Calves	111
Hogs	5,209	Lambs	45
Total			9,207

Beeves are sold by the estimated dead weight of the four quarters; the so-called "fifth quarter" (hide and tallow) is not reckoned in here as it is in Boston and some other cities. When cattle are weighed or estimated alive, the dead weight is reckoned at a certain number of pounds to the 100 lbs. of live weight, as agreed upon. The general rule in this market for medium cattle is 56 lbs. to the 100; 44 lbs. being allowed for the "fifth quarter" and offal.

The average prices to-day, as compared with last week, are about ½c. higher.

We quote:

PRICES OF BEEF AT FORTY-FOURTH-STREET.

	This Week.	Last Week.
Premium Cattle	9¼c.@9½c.	10c. @ —
Fair quality	8½c.@9c.	9½c.@ 9¾c.
Medium quality	8c. @ 8½c.	9c. @ 9½c.
Poor quality	6½c.@ 8¼c.	8¼c.@ 8¾c.
Poorest quality	7¼c.@ 8c.	7¾c.@ 8¼c.
General selling prices	8½c.@10c.	8c. @ 9½c.
Average of all sales	9c. @ 9¼c.	8½c.@ 9c.

At Rockwell's, Chamberlin's and O'Brien's prices do not materially differ from those at Forty-fourth-street. Rockwell reports Beeves at 8c.@9½c. Chamberlin reports Beeves at 7¾c.@9½c. O'Brien reports Beeves at 7c.@9c.

REMARKS ON THE BEEF MARKET.

The reports of last week's full market and low prices—which were telegraphed to the far West before midnight, and widely scattered the next day through the daily and weekly papers printed on Thursday—produced precisely the effect that might be expected, viz.: to stop the forwarding of cattle from any point east of Central Ohio, or from those places within a week's journey of this City. Thus we find that of the 3,431 bullocks at Allerton's, 1,575 came from Illinois, Indiana and Kentucky, all of which were necessarily started prior to last Wednesday, as was the case with many of the 634 from Ohio, mostly from the western and southwestern portion of the State. A very few, 221 only, came from New-York, Pennsylvania and New-Jersey, and these were probably sent in by those whose long observation has taught them that we are pretty sure to have a slim supply immediately succeeding a very full one, unless when an unusually large number chance to be on the way from the far West. Usually, however, the smallest supply is reached about the second week after the full one, when low rates have had time to produce their full effect both East and West, especially the latter. We repeat these suggestions, referred to often before, for the benefit of those who have not yet learned to appreciate these regular fluctuations. Had we cattle at the West intended for the New York market, we should forward them immediately after a full market, and hold them back when we heard of a short supply and high rates, under the expectation that, in the latter case, an oversupply would be rushed in. If this course were more generally appreciated and followed, the supply would be much more uniform, and the prices would fluctuate less, since there will always be enough of the less experienced, short-sighted persons who will take the contrary course.... Under the expectation of a larger supply than really came in, sales were made yesterday at about last week's rates, and some owners were regretting, to-day, that they had not followed our oft-repeated advice, that it is, in the long run, better for all parties to concentrate the transactions into the principal market day of Wednesday. The cattle are then all brought together, and no one need act in the dark as to the real condition of the supply. Yesterday's sales were quite small, however. The warm, of hot weather of the past few days has greatly diminished the retail demand for a beef diet, and butchers having bought freely last week, were not eager purchasers at any price. This morning it was found that there were about 500 less cattle at Forty-fourth-street than last week; and that the down-town markets were unusually slim. Prices stiffened up, and those actually needing cattle were eager to lay in their stock, so that before 4 P. M. the yards were cleared, the average of the day's transactions being about ¼c. ₱ lb. advance upon the average rates of last Wednesday.... The quality of the cattle to-day was superior. Indeed there were more heavy fat bullocks than found ready purchasers. Good, snug cattle, of medium weight, ranking as first quality, sold even higher than these usually classed as premium bullocks. The latter class sold hardly as well as last week.... The Albany market was quite brisk. About 700 were taken for Brighton; 200 for Providence, and 200 for Springfield and Troy, or some 1,100 in all. These were of superior quality, and sold generally at 4¾(c. @5c. gross weight, with a few at 5½c.... We give in the following table the descriptions, owners, sellers, &c., of the principal lots offered at Forty-fourth-street, and in the succeeding special notes some items respecting quality of individual lots, sales, &c., which will aid the distant reader in forming a fair opinion of the general character of to-day's transactions. These tables, &c., are condensed from copious notes made during a personal examination of the yards, continued through the entire day:

No. Beeves.	Owners.	Sold to
66	Ohio... Emerson, Miller & Co.	Burlock & Eastman.
61	Ohio... Harper & Mace	Hoyt & Holcomb.
59	Ohio... A. Hurd	C. Burd.
58	Ill... S. C. Turley	Burlock & Eastman.
58	Ill... Thos. Strange	J. Miller.
57	Ill... Field & Co.	W. H. Harris.
56	Ill... Rose & Van Boyd	Peterson & Bro.
61	Ill... W. Lambert	Mead & Holcomb.
58	Ohio... A. Bennett	Gillett & Toffey.
54	Ohio... H. Perry	Hoag & Sherman.
54	Ohio... H. Perry	Owner.
110	Ohio... Alexander & Virgin	E. Murray.
60	Ill... J. E. Funnell	C. G. Tree.
61	Ohio... Osgood & Co.	Beach & Bray.
61	Penn... J. B. Shipe	Beach & Bray.
61	Ohio... Shipherd	Beach & Bray.
61	Ohio... Gough & Potter	Westheimer & Bro.
61	Ill... Farrell	Westheimer & Bro.
61	Ill... Farrell	Westheimer & Bro.
61	Ind... Isaac Hudgens	H. Mann.
71	Ill... Hall & Butler	White & Son.
61	Ill... R. Kerr	P. E. Cooper.
61	Ill... Alexander & Virgin	E. W. Cooper.
61	Ky... George M. Vail	Owner.
61	Ill... R. H. Gurney	Owner.
61	Ill... R. H. Gurney	Owner.
61	Ill... C. E. Reed	George Arcuelt.
61	Ohio... Sawyer & Fisher	Owner.
61	Ill... Wells & Swain	Owner.
61	Ill... Cook & Pegram	Barnes & Williams.
61	Ill... Alexander & Crum	J. A. Merritt.
61	Ill... J. S. Alexander	E. Williams.
61	Ill... T. Dalbey	T. E. Williams.
61	Ill... J. S. Alexander	S. Clery.
61	Ind... George Arnaelt	Owner.
61	Ohio... P. Dolan	Owner.
61	Ky... S. Lauterbach	Owner.

The fattest, yes, and largest cattle of the day, were 19 head—a mixture of Herefords and Durhams—fed and brought in by C. B. KERR, of Lancaster County, Pennsylvania. Weighed upon the scales at ALLERTON'S they averaged 1,870 lbs. gross, although several single pairs were judged to exhibit 4,000 gross. At 60 lbs. to the hundred, which they would easily make, the buyer, R. WEBER, paid about 9½c. ₱ lb., as he took the lot at $109 each. They showed good feeding, but failed to be appreciated in the present market, lighter animals bringing a higher price. They were too large and fat for the present warm weather.

BUDLONG & EASTMAN sold a choice lot of 55 cattle, fed by J. ENOCH, of Champaign County, Ohio. They weighed at home, 1,700 lbs. gross, and good judges said them at 960 lbs. net herd. They were owned by EMERSON, MILLER & Co., and brought 9¾c.@10c. For 20 of the choice, $100 each, was refused. BUDLONG & EASTMAN sold, in addition, 30 rather rough, common Illinois cattle for D. K. TURLEY, at 8¼c. Rated 650 lbs. net.

MEAD & HOLCOMB, for WARNER & MAGE, 61 choice steers from Madison County, Ohio, rated 800 lbs. net, at 9½c.

Also for W. LAMBERT, 61 roughish, heavy oxen at 9c.@9½c. Estimated weight 800 lbs. net.

A. HURD, by O. HURD, 59 Ohio Cattle, fed by H. BAYARD, of Fayette County. They were a prime lot, estimated at 860 lbs. net, and footed a trifle over $83 ₱ head, or near 9¾c. ₱ lb.

W. H. HARRIS for FIATT & Co., 59 common Illinois stock at 9c.; estimated weight 850 lbs., net.

HURD & VAN DYKE, on their own account, 76 pretty fair Illinois steers, rated 650 lbs. at 8¼c.@9¼c.

A. MONNETT contributed 46 good cattle from Crawford County, Ohio, for which GILLETT & TOFFEY got 9¼c.@10c. ₱ lb.; estimated weight, 775 lbs net. C. CONNELS took 20 at 9¼c seller, 10c. buyer. The same parties sold 62 fair Illinois steers, at Bergen, for S. G. WOODRUFF, at 9½c.

R. SCOTT forwarded 54 fairish Illinois Cattle, weighing about 700 lbs., which HOAG & SHERMAN ran out at about 9c.

B. BANTRAM bought of GEO. WOOD, owner and feeder, 76 fair steers from Ross County, Ohio, averaging about 675 lbs., which he sold at near 9¼c.

ALEXANDER & VIRGIN contributed several lots today, one of which, consisting of 110 fairish Illinois Steers, rated at 675 lbs., sold by R. MURRAY at about 9¼c. Another lot of 105, of better quality and heavier weights, brought, by C. W. COMPOS, 9c.@9¾c.

T. M. VAIL bought of J. T. WARE 46 Kentucky cattle. They were in good flesh, weighing about 950 lbs. net, and sold yesterday at 9¼c.@9¾c.

WARNE & SON, for SMITH & BEVINS, 113 fair Illinois S eers, at 9c.@10c. They averaged about $64 each; estimated weight, 650 lbs. net.

JAS. MAYNARD brought in 46 medium cattle from Indiana, weighing about 700 lbs., which H. MYERS sold at 9¾c.

BEACH & BRAY, for OSGOOD & Co., 41 good Ohio Steers, and for J. S. SHIPE 42 still-fed cattle from Pennsylvania, at 9¾c.@10c. These were fat, but considerably affected by the warm weather. Also, for THORNBROW, 34 Ohio Steers, at 8c.@9c. The same parties sold at Bergen 62 State Cattle for SMITH & Co., at 7c.@9c. They were poor, rough Cattle.

J. H. PURNELL contributed 90 pretty fair Illinois Steers, weighing at home a trifle over 1,400 lbs. gross. C. G. TREE ran them out at between $68.@$69 ₱ head, or 9c.@9¾c. ₱ lb.

MILCH COWS WITH CALVES.

Milch Cows are sold at each of the above yards, usually with their Calves at their sides. The prices change somewhat with the supply and demand, and vary greatly, of course, upon the milking value. The particular fancy of the buyer has also considerable to do with the price. Not unfrequently a Cow is sold at $90@$100, or even $120. The general price throughout the year for ordinary Cows is $31 to $40, or $50. Quite a number sell above $50, and more, perhaps, below $30. We often see apologies for Cows go at $30@$25. The weekly reports from the different yards will give the weekly fluctuations.

Very few cows are now wanted in the city, for two reasons. Firstly, people now want to know that their milk comes, in reality, from the country; and, secondly, since swill-milk has well nigh received its death-blow, the demand for cows for the distillery stables is very limited. They formerly used them at last, by straining them up to the highest milking point, and when they began to fail, fatten them, and replenish their stock with fresh cows.

ALLERTON reports receipts of 12 fresh Cows, which sold with difficulty at low prices.

BROWNING reports receipts of 6 Milch Cows, selling at nominal prices. The cow trade fails to recover from the severe blow it has recently received.

CHAMBERLIN reports receipts of 61 Milk Cows, selling at $25@$30 for common; $40@$50 for good; and $50@$60 for extras.

O'BRIEN reports receipts of 33 Milch Cows, selling at $25@$30 for common; $35@$45 for good, with a few extra animals at $50@$55. Market is oversupplied, and sales slow.

VEAL CALVES.

Veal Calves are sold by live weight, each animal being weighed alive at the time of sale. "Bobs"—that is, Calves a few days old—are usually sold by the head at such prices as can be agreed upon, sometimes for but little more than the skin is worth. The principal places of sale are ALLERTON'S, BROWNING'S, CHAMBERLIN'S and O'BRIEN'S.

The markets have been largely supplied during the past week, and the sales to-day were rather lower than previously reported. At Forty fourth-street, where more than seven-eighths of the City calves are received, (excepting those sold from the barges,) nothing brought over 6c. to-day, and a portion of the stock was left over.

ALLERTON reports receipts of 828 Veal Calves, selling at 4c.@5½c., a very few of the best Calves bring 6c. gross. Market abundantly supplied and trade dull. Very good calves were selling at 5c. gross. Quality good.

BROWNING reports receipts of 16 Veal Calves, selling at 4¼c.@6c. A few extra Calves brought 6¾c.

CHAMBERLIN reports receipts of 73 Veal Calves, selling at 4c.@6c.

O'BRIEN reports receipts of 20 Veal Calves, selling at 4½c.@6c., and a few at 6½c. gross. Market dull.

SHEEP AND LAMBS.

These are chiefly sold at ALLERTON'S, BROWNING'S, and CHAMBERLIN'S, at so much ₱ head for a particular lot of Sheep or Lambs, or of the two together. They are also frequently sold by live weight, as this is readily ascertained. The actual prices at the different yards seldom vary greatly. The difference in reported prices is generally due to variation in the quality. When they are sold by weight, it is usually the net weight, which is ordinarily one-half what they weigh when alive, the pelt and offal making the other half. If fat and small-boned, they will dress 55 lbs., and in some cases 60 lbs., ₱ hundred. The average run is about one-half the live weight.

With increased receipts and warmer weather the Sheep market has been less active, and prices have fallen off fully 50c. ₱ head from last week's quotations. Mutton has been selling so very cheap in Washington Market—5c.@6c. ₱ lb.—that buyers incline to lay in sparingly at low rates. Very few Sheep now bring over 5c. gross—indeed they must be fat to bring that price.

ALLERTON reports receipts of 692 Sheep and Lambs, selling at 4½c.@5c. gross, for Sheep—a few very fat ones brought 6c.—and 7½c.@8c. for Lambs. Market fully supplied, and sales slow, especially for Lambs.

BROWNING reports receipts of 2,564 Sheep and Lambs, selling generally at 4½c.@4¾c. gross, a few at 5c. The market was very dull the latter part of last week, but is a little better to-day. They are, however, from 50c.@75c. ₱ head lower than last Wednesday. We noticed a fine lot of Wool Sheep, from Lancaster County, Penn., which cost $6 ₱ head. It will be hard to get the money back in a market like the present.

CHAMBERLIN reports receipts of 2,879 Sheep and Lambs, selling at $3.50@$5 ₱ head. Some extra Sheep brought $6@$8 each.

O'BRIEN reports receipts of 423 Sheep and Lambs. Sales by McGRAW & O'BRIEN were as follows:

81 Sheep at 84 12½	$334 12
40 Sheep at 4 37½	175 00
44 Sheep at 3 87½	170 50
25 Sheep at 3 12½	78 12
77 Sheep at 3 00	231 00
35 Sheep at 3 50	122 00
30 Sheep at 2 50	75 00
20 Lambs at 3 75	75 00
10 Lambs at 4 00	40 00
368 Sheep and Lambs	$1,404 74

Sheep Brokers' sales at BROWNING'S for the week ending June 9.

ROWLES & SUTHERSON report sales of

146 Sheep at $5 75	$839 50
50 Sheep at 7 00	350 00
23 Sheep at 4 00	92 00
23 Sheep at 4 25	97 75
107 Sheep at 4 25	841 25
41 Sheep at 4 50	184 50
64 Sheep at 3 50	224 00
21 Sheep at 4 50	94 50
22 Sheep at 6 25	143 75
6 Lambs at 5 16	31 00
5 Lambs at 5 00	25 00
7 Lambs at 4 71	33 00
10 Lambs at 4 25	42 50

JAS. MCCABEY (agent) reports sales of 1,207 Sheep and Lambs at an average of $4 07 ₱ head.

J. H. OVERHEISER, sheep broker at ALLERTON'S, reports sales of 26 Sheep at 5c. They were very good Columbia County stock, weighing about 100 lbs. gross.

SWINE.

These are sold alive at so much ₱ lb. gross or live weight. They are principally sold at ALLERTON'S, Forty-fourth-street; at the Western Yards, Forty-seventh-street; while large droves are frequently sold direct from the cars or boats, and driven immediately to the various slaughter-houses.

Receipts are heavy, and prices have declined more than ½c. ₱ gross. There are a large number of hogs unsold, and the present warm weather is opposed to extensive transactions. The latest sales were at about 4½c., gross, for corn hogs.

ALLERTON reports receipts of 114 Hogs for the past week at Forty-fourth-street, and 2,544 at the Western Yards, foot of Forty-seventh-street. They are now bringing 4¾c.@5c., gross, for a falling market.

VAN BRUNT & WARDELL, pork-packers, at No. 209 Chambers-street, report sales as follows:

Live.	Dressed.
Corn-fed 4¾	Corn-fed 5
Distillery 4¾	Distillery 5¾

Arrivals very free and prices falling.

G. W. DEMAN, commission merchant, Nos. 5 and 6 Centre-row, West Washington market reports sales as follows:

Corn-fed	4¾
Distillery	4¾
Heavy Corn Hogs, mixed	4¾@4¾
Light Corn Hogs, prime	4¾@4¾
Still Corn Hogs, prime	4¾@4¾
Mast Corn Hogs, prime	4 @4¼
Shoat Corn Hogs, prime	4 @4¼

Market overstocked, with some 3,000 on hand not sold. They are still arriving faster than they can be used. Rates sometimes to favor the buyers. Everything selling in losing money.

COMMERCIAL INTELLIGENCE.

NEW-YORK, Wednesday, June 9, 1858—6 P. M.

ASHES—Sales 100 bbls., in lots, at $6 for Pots and Pearls, ₱ 100 lbs. Stock in the Inspection Warehouse 1 day 1,666 bbls., including 665 bbls. Pots and 761 bbls. Pearls. Receipts since noon of yesterday, 43 bbls.

COFFEE—Is in very moderate request at previous figures. Java, 15¼c.@18c.; Maracaibo, 11c@12c.; Laguayra, 11c.@11¾c.; Rio, 9¾c.@11¾c.; Bahia, 9c. @9¼c., and St. Domingo, 8¾c.@8¾c. ₱ lb.

COPPER—Is in stock demand at our quotations: New Sheathing, 26¼c.; Yellow do., 22c.; Old do., 20c.@21½c.; Bolts, 30c.; American Ingot, 22c.; Braziers' Sic. ₱ lb.

COTTON—The market has been very quiet, and prices are somewhat nominal. The stock here is estimated at 87,000 bales, against 60,500 bales same time last year.

NEW-YORK CLASSIFICATION.

	Uplands.	Florida.	Mobile.	N. O. & Tex.
Ordinary	10	10	10	10
Middling	11¾	11¾	11¾	12
Middling Fair	12¾	12¾	12¾	12¾

FEATHERS.—Prime Live Geese, 45c.@50c. for Western, and 40c.@44c. for Southern, ₱ lb.

FIRE CRACKERS.—No. 1, Canton, 40 packs, at 9c. ₱ box.

FISH—The market con inues quiet and depressed for the leading kinds. Dry Cod, $3 62½@$3 50 ₱ cwt.; No. 1 Massachusetts Mackerel, small size, 41@ 73¾(@$12; No 2, small size and medium, $12@$12 25 ₱ bbl.; Pickled Herring, $2 50@$2 75 ₱ bbl.; Smoked Herring, 40c.@42½c. for scaled, and 11c.@ 12c. for No. 1, ₱ box; Pickled Salmon, $29@$32 ₱ tc., and $22@$23 ₱ bbl. Connecticut Shad, $16@$10 50 for No. 1, and $9@$9 50 for No. 2, ₱ half bbl.

FLOUR AND MEAL—The market for State and Western Flour is heavy, and prices of low grades have declined 5c. ₱ bbl. The receipts have been large, comprising 19,450 bbls. by the Hudson River boats, 150 bbls. by the Erie Railroad, with 5,356 bbls. and 3,579 sacks coastwise from the South, since noon of yesterday. Receivers are generally eager to realize, and the tendency is decidedly in favor of purchasers. The demand is not brisk, either for home use or for export. Sales have been reported of 13,000 bbls.

Superfine State, ₱ bbl	$3 85@$3 90
Extra State	4 00@ 4 15
Superfine Indiana and Michigan	3 85@ 3 95
Superfine Ohio	3 95@ 4 05
Fancy Ohio	4 10@ 4 20
Extra Indiana and Michigan	4 00@ 4 00
Extra Ohio	4 40@ 9 00
Fancy Genesee	4 20@ 4 25
Extra Genesee	4 90@ 5 50
Lower brands Extra Missouri	4 00@ 7 00

Canadian is in moderate demand at drooping prices. Sales 700 bbls., in lots, at from $4 15@$5 25 for low to choice extra, ₱ bbl. Southern is in request, at uniform rates. Sales 1,400 bbls. at $4 40@$4 70 for poor to good mixed and straight brands; and $4 75 @$7 75 for low fancy to very choice extra brands, ₱ bbl. Rye Flour is selling in lots at $3@$3 40 for fine to superfine ₱ bbl. Corn Meal is in demand at $3 35@$3 40 for Jersey, and $3 60@$3 65 for Brandywine ₱ bbl.

FOREIGN LIQUORS—Are in moderate request, at essentially unchanged prices.

FRUIT—The demand is fair for the leading kinds, including Layer Raisins at $2 75@$2 85, and Bunch at $2 10@$2 15 ₱ whole box. Currants, 8c.@9c. ₱ lb. West India fruit continues plenty and in demand, including pineapples at $8@$11, Cocoanuts at $20@$21, and Bananas at $1 25@$1 50, the latter ₱ bunch. Other kinds are essentially unaltered.

GRAIN—Wheat is plentier and is tending downward, though the demand is good. The receipts since noon of Yesterday consist of 70,637 bushels by the Hudson River boats, and 260 bags by the Erie Railroad. Sales have been reported of 53,000 bushels, including Canadian White, part at $1 05; Canadian Club, on terms not ascertained; fair White Michigan at $1 10; good ordinary White Indiana at $1 05; good Red (Winter) Western at $1@$1 01; Milwaukee Club at 91c.@92c.; heated do. at 85c. and inferior to good Chicago Spring at 80c.@ 85c. ₱ bush. Corn is less sought after, and prices are declining. The receipts add up 14,502 bushels by the Hudson River boats, and 3,562 bushels coastwise from the South. Sales have been made 90,000 bushels at 60c.@68c. for damaged; 70c.@71½c. for mixed Western; 75c.@78c. for White; and 78c. for Yellow Southern, ₱ bushel. Rye is quiet, yet steady at 65c @66c. ₱ bushel. Receipts 2,800 bushels by the Hudson River boats. Barley is moderately inquired for at unchanged figures; 53c.@60c. ₱ bushel. Receipts 6,562 bushels. Oats are in request and are stiffly held; 1,000 bushels arrived down the Hudson. We quote Canadian and Western, 45c.@ 47c.; State, 44c.@46c., and Jersey, 40c.@44c. ₱ bushel.

GUNNY BAGS AND BAGGING—Sales have been reported here of 400 bales Bags, in Boston on New-York account, at private bargain; 75 bales Bagging at 14c.; and in Boston, since Friday last, 65 bales Bags on private terms; with 1,300 bales Bagging, part 14c.@14½c.

HAY—Sales 500 bales at 40c.@50. cash, ₱ 100 lbs.

HIDES—Nearly 25,000 Hides have been sold since our last, including prime Buenos Ayres at 25c.; California at 21½c. for Dry, 3¾ ₱ cent. off for cash, or 7 months' credit, and about 17c. for Dry Salted; Dry Matamoras at 21½c.; Barcelonas on private terms, and City Slaughter at 8¼c.@8¾c. ₱ lb. Stock on hand, to-day, of all kinds, 131,800, against 176,000 same time last year, and 171,200 same time in 1856.

HOPS—The demand is moderate at former prices. Crop of 1857, 4c.@7c.; old, 2¾c.@3c.

HONEY—Cuba at 6c.@7c., free, and 55c. in bond, ₱ gallon.

IRON—Continues in slack demand, and prices are barely sustained. Scotch Pig, $24@$24 50; English Bar, common, at $45@$47; and refined at $55@$57, ₱ ton.

LATHS—Eastern, $1 12½ ₱ M.

LEAD—Is quiet at former prices. Foreign Pig at $6@$6 12½; American Pig at $6 15@$6 20 ₱ 100 lbs.; Bar, 6¾c., and Pipe and Sheet at 6¾c. ₱ lb. In St. Louis, June 5, sales were reported of 2,000 pigs Galena, and 1,500 pigs Dubuque, at $5 80 ₱ 100 lbs.

LIME—Rockland, 67c. for Common, and 90c. for Lump, ₱ bbl.

MOLASSES—Continues in limited request, at steady prices. New-Orleans, 35¾c.@37c.; Porto Rico, 25c.@32c.; Cuba Muscovado, 23c.@28c.; Clayed Cuba, 22c.@23c. ₱ gallon.

NAILS—Cut, 3¾c.; German Wrought, 5c.@5¼c.; Clinch, 6c. ₱ lb.

NAVAL STORES—Crude Turpentine is inactive and nominal, at $3 75 ₱ 280 lbs.; stock very light. Spirits Turpentine has improved a little under the news from Europe. Sales transpired, to-day, of 330 bbls., in lots, to arrive, at 47c.@48c., cash, ₱ gallon. Tar, $1 75@$2. Pitch, $1 75 ₱ bbl. Resin is less sought after, including Common at $1 45@$1 50 ₱ 310 lbs. No. 1 at $2@$2 25, and White and Pale at $5@$7 50 ₱ 280 lbs.

OILS—The market is quiet, but steady, for Crude, at 47c.@54c. for poor to prime Whale, and $1 20@ $1 25 for Sperm, ₱ gallon. Refined is selling slowly at 65c.@70c. for bleached Whale, and $1 25@$1 30 for unbleached Sperm, ₱ gallon. Red Oil, 47½c.@ 50c. ₱ gallon. Tallow Oil, 9¾c. Palm Oil, 8¾c. ₱ lb. Olive Oil, $1 05@$1 10 ₱ gallon, and $2 75@ $2 87½ ₱ basket. Linseed continues dull and heavy at 60c.@62c. for large and small lots, cash, ₱ gallon. Lard Oil, 85c.@95c., cash and time, ₱ gallon. In New-Bedford, during the week ending June 7, sales were reported of only 500 bbls. Crude Sperm at $1 18, and 8,000 bbls. Crude Whale at from 47c.@54c. for inferior to prime, ₱ gallon, closing quietly.

Imports of Sperm and Whale Oil and Whalebone into the United States, for the week ending June 7, 1858:

	Sperm. bbls.	Whale. bbls.	Bone. lbs.
Total	4,198	20,900	38,200
Previously	26,109	110,062	1,209,666
From Jan. 1 to date	30,307	130,962	1,247,866
Same time last year	37,503	161,397	1,734,100

PLASTER PARIS—Nova Scotia Blue, at $2 50, and White at $2 50 ₱ ton; Calcined, $1 25.

PROVISIONS—Pork is dull and heavy. Sales 650 bbls., in lots, chiefly at $17 25 for Mess, and $14@ $14 25 for Prime, ₱ bbl., closing very irregularly. Since our last, 1,000 bbls. Mess have been reported sold, deliverable in July, at $18, and 500 bbls. Prime on terms not disclosed. Cut Meats are heavy and languid at 7¾c.@6¾c. for Hams, and 6c.@6¼c. for Shoulders, ₱ lb. Lard is moderately inquired for at uniform prices. Sales 250 bbls., in lots, at 11¼c.@11½c. for Prime, ₱ lb. Beef is inactive at unchanged quotations. Sales 200 bbls., in lots, at $12@$13 50 for repacked Western Mess; $14@$14 50 for extra do.; and $10 75@$11 50 for Country Mess, ₱ bbl. Prime Mess Beef, $18@$21 ₱ tc. Beef Hams, $15 50@$17 50 ₱ bbl. Butter is in moderate request, at 11c.@17c. for Ohio; 13c.@20c. for common to very good State; and 21c.@23c. for prime to choice State, ₱ lb. Cheese is in slack demand at 4c.@6c. ₱ lb. The receipts of Provisions have been 1,301 pkgs. since noon of yesterday.

RICE—Sales have been reported of 230 tcs. at $3 @$3 50 ₱ 100 lbs.

SALT—Is less freely offered and is in request at our quotations: Liverpool at 75c., and fine do. at $1 22½@$1 25 ₱ sack; with Turks Island at 20c.@21c. ₱ bushel.

SALTPETRE—Crude, 7¾c.@8¼c.; pure Refined, 10c., and Nitrate Soda at 4¾c.@4¾c. ₱ lb. 200 bags Saltpetre changed hands in Boston, at 7¾c.@7¾c. ₱ lb, 6 months' credit.

SEEDS—Are inactive and prices are nominal. In Boston, 2,000 bags Calcutta Linseed changed hands at $1 67½ ₱ bushel, time and interest. The recent sales of Canary Seed include, here, 200 bbls. and 75 bags at private bargain; and, in Boston, 200 bags at $4@$4 25 ₱ bushel, 6 months' credit.

SHOT—Drop, 6¾c.; Buck, 7¾c. ₱ lb.

SOAP—Castile, 10¼c.@11c., to arrive, and 12½c.@ 12¾c. here; Brown, 4¾c.@7¾c. ₱ lb.

SPELTER—Plates, 6¼c.@6¾c. ₱ lb.

SPICES—Are quiet, at previous rates. No. 1 Nutmegs, 55c.@57½c.; Mace, 45c.@47½c.; Cassia, in mats, at 25c.; Pepper, 8½c., in bond, and 9c., free; Cloves, 6c.; Jamaica Pimento, 5¼c.@6¼c. Race Ginger, 5c. ₱ lb.

SUGARS have been in good request, and sales have been reported of 1,000 hhds., including Cuba at 5¾c.@6¾c.; Porto Rico, at 6¾c.@7¼c., and Melado at 2½c.@6c. ₱ lb.

TALLOW—Sales 5,000 lbs. prime, at 10½c. ₱ lb.

TEAS—The auction sale, to-day, resulted in the disposal of nearly all the lots offered, at full prices for Greens, as well as for Oolongs, and rather easier rates for other kinds. Privately, a steady inquiry is reported, and prices are maintained.

TIN—Is inactive at our quotations: Banca, 28c.@ 28¼c.; Straits, 27c.@27½c. ₱ lb. Plates, I. C. $9 75 @$10; I. C. Coke, $8 25@$8 50; Terne, Coke, $7@ $7 25; Charcoal, $9 12½@$9 25 ₱ box.

WHALEBONE—Continues quiet at our quotations: Polar, $1 20@$1 22; Small Ochotsk, $1 10@ $1 15; Northwest Coast, $1 10; South Sea, $1 ₱ lb.

WHISKY—Sales 300 bbls., chiefly at 21½c., cash, ₱ gallon. Receipts 200 bbls.

ZINC—Sheet, 8½c.@9c. ₱ lb.

FREIGHTS—Were depressed, and rates favored shippers. For Liverpool—Cotton, 5-32d.; Flour, 1s. 6d.; Wheat, 6d. ₱ bushel; Beef, 2s. 6d. ₱ bbl.; Pork, 2s. 6d. ₱ bbl.; Lard, 2s. 6d. ₱ bbl.; Cheese, 2s. 6d. ₱ bbl.; Tallow, 2s. 6d. ₱ bbl.; Rosin, 1s. 6d.@2s. ₱ bbl.; Beef, 2s. 6d. ₱ bbl.; Heavy Goods, 40s. ₱ ton. For other ports, proportionate rates. The latest charters have been: Ship Kossuth, 1,107 tons, hence to San Francisco, at private terms, 90 days; ship from Calcutta to Boston, $10; one from Sombrero to Falmouth, Eng., for orders, Guano, £3 5s.; one from Mauritius to a port in Great Britain, Sugar, £3 5s.; two from Rio to London, Dead, £3 15s.; one from St. George, N. B., to British Channel, £3; one Baltimore to Bordeaux, Tobacco, 22s. 6d.; a brig, from 292 tons, hence to Buenos Ayres, Lumber, $16, and Measured Goods 20c.; one from a Southern port to Buenos Ayres, Lumber, $20; one hence to St. Michaels, Grain, 9d.; a Norwegian brig to Constantinople, 60,000 gallons Rum, 45; a schr., 197 tons, to Point Petre, Guad., 55c. ₱ bbl., and back from Santa Cruz, Sugar 23c., Melado 32c., and Mahogany $10 on and under deck; one to Martinique, 30c. ₱ bbl.; one, 250 tons, to Havana, about $1,400; one, 200 tons, from Norfolk to Havana, and back to New-York, Sugar, 28c.; one to Bottle Harbor (Straits of Belisle), 60c.; one to St. Johns, N. F., 45c.; one, 204 tons to Halifax, N. S., 20c. for dry and 25c. for wet bbls.; a bark to Trieste and one other Mediterranean port and back; one from Georgetown, S. C., to Glasgow, Naval Stores; a schr. from Union Island to Rio, and a brig to Inagua and back, Salt, on terms not transpired.

Spirit of the Trade Circulars.

ABRAM KNIGHT & SON'S NAVAL STORES AND OIL CIRCULAR.

NEW-YORK, Tuesday, June 8, 1858.

NAVAL STORES—Spirits Turpentine has still further advanced since our last iss

The New-York Times, Thursday, June 10, 1858.

SITUATIONS WANTED.

FEMALES.

WANTED—BY A COMPETENT TIDY GIRL, WITH excellent city references, a situation to do chamber-work and washing, or do chamber-work and assist in the washing and ironing; is capable and willing servant; will assist with washing and ironing; wages $7. Also, a good girl of 16; minds a baby; will walk on a lady; sews neatly; washes for the baby; wages $4. Call at No. 216 East 24th-st.

WANTED—SITUATIONS IN THE CITY OR COUNTRY, by two better preferred: the two very smart experienced girls; one as cook, and the other as under third girl; one can take charge of chamber and hall and dining-room, and the other as chamber-maid and waitress; neat girls that are used to please; no fond of changing; understand their business well, and willing to work; have the best of City references from first class families. Apply at No. 28 Tillary-st., near Fulton-st., Brooklyn.

WANTED—A SITUATION, BY A VERY COMPETENT woman, as lady's maid and seamstress, or, in a respectable private family, understands cutting and fitting ladies' and children's dresses, and all kinds of family sewing and ladies' dress making; would be willing to assist in chamber-work. Good City references can be given. Can be seen at No. 124 West 26th-st.

WANTED—SITUATIONS BY THREE PROTESTANT first class German girls; one of them (sixteen) would like to go together; one as chambermaid, the other to mind children and sew; the third would go either in City or country as seamstress, and to do light chamber-work; good references. Apply at No. 167 2d-st., between Avenue A and B, in Mr. ROOT, up stairs.

WANTED—SITUATIONS BY TWO RESPECTABLE girls, who have good City reference in washing and ironing; one can do chamber-work and waiter, or chambermaid and seamstress; no objection to the country for the present; apply for two days, at No. 200 8th-av., near 20th-st.

WANTED—BY TWO COMPETENT GIRLS, SITUATIONS in the City or country; one is an English protestant; can do chamber-work and waiting, or housework in a small family, or do waiting in a respectable boarding-house; the other is cook and laundress; does up linen in style; understands meats and poultry; wages $7 and $6. Call at No. 218 East 32d-st. three days.

WANTED—SITUATIONS, BY TWO RESPECTABLE girls, one as a first-rate cook, who also understands her business, and a first-rate washer and ironer; and the other as chamber-maid and waitress; understand their business well, no objection to go a little way in the country, and good reference will be given. Call at No. 126 10th-st., between 7th and 8th ave.

WANTED—SITUATION, BY TWO ACTIVE, NEAT and obliging girls; one would do general housework for a small family; is a good plain cook and baker; both can do chamber-work and wash, or take care of children, and do neat sewing; are careful, and will be found anxious to please; have good City reference, and like the country. Call at No. 129 Waverley-place

WANTED—BY A YOUNG WOMAN, A SITUATION as cook, washer and ironer, or would do the general housework of a small family; is a good plain cook, and an excellent washer and ironer; has first rate City reference from her last place. Apply at No. 218 Pearl-st., Brooklyn.

WANTED—BY A RESPECTABLE WOMAN, A situation as nurse; has no objection to go to the country; has many years' experience in the care of children, and can take the entire charge of an infant from its birth. Has the best of City reference. Can be seen for three days, at the Ladies' Depository, No. 889 Broadway. Has no objection to go in the country.

WANTED—A SITUATION, BY A GOOD SEAMstress and dressmaker; would take care of children and assist in the chamber-work; would go to the country, or travel with a lady; wages no object, if suited. Apply at No. 619 6th-av., between 39th and 44th sts., in the dry goods store, for three days. Superior reference.

WANTED—BY TWO RESPECTABLE AND COMpetent girls, situations in City or country—one as cook, washer and ironer or general housework, makes good bread, &c.; the other as neat chambermaid and waitress. They are well recommended. Apply at 404 6th Avenue.

WANTED—A SITUATION BY A FIRST-CLASS cook; understands French, English and American cooking, and all kinds of made dishes; is able to take the entire charge of the kitchen; has no objection to go a short distance in the country. Has satisfactory reference. Can be seen, until engaged, at No. 72 West 16th-st.

WANTED—A SITUATION BY A SMART, INTELligent girl, 16 years old, to assist in housework, care of children, or to make herself generally useful; is a neat needle woman; will try to please; will go for board and clothing, or from $2 to $4 per month. Can be seen at No. 203 7th-av., near 24th-st.

WANTED—A SITUATION BY A RESPECTABLE woman; is a good cook and excellent baker; also, a first rate washer and ironer. Unexceptionable City reference given as to character and capability from her last place. Can be seen for two days at No. 238 6th-av., between 18th and 19th sts., third floor, front room.

WANTED—A SITUATION AS LADY'S MAID and seamstress; understands her business perfectly. No objection to the care of a child or to travel; does not wish to work; has the best of City reference. A note addressed to A. C. F., Union-square Post-Office, will be promptly attended to for one week.

WANTED—SITUATIONS, BY FOUR HIGHLY-respectable young women; one as nurse and seamstress; one as seamstress, or chambermaid and laundress; one as chambermaid and waitress; one as cook, washer and ironer, or as do general housework. Apply at No. 9 11th-st., near Broadway.

WANTED—A SITUATION BY A YOUNG WOMAN to wait on a lady, in an excellent seamstress, understands dressing and fitting ladies' dresses; would have no objection to go with the family to the country; is willing to make herself useful in the house or to wait on children. Call at No. 370 Mulberry-st., near Houston.

WANTED—A SITUATION, BY A RESPECTABLE young woman, as nurse and seamstress; can be highly recommended for honesty and capability; has no objection to go to the country. Apply at No. 129 West 26th-st., between 7th and 8th ave.

WANTED—SITUATION, BY TWO ACTIVE, NEAT and obliging girls; one would do general housework for a small family; is a good plain cook, and an excellent washer and ironer; the other as chambermaid and waitress; understand their business well, and willing to work; have the best of City references from their last places. Apply at No. 216 Pearl-st., Brooklyn.

WANTED—BY A RESPECTABLE WOMAN, A situation as housekeeper; has had many years' experience in that capacity, and can take the entire charge of an establishment from its birth. Has the best of City reference. Has no objection to go in the country. Apply at the Ladies' Depository, No. 889 Broadway. Has no objection to go in the country.

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BUSINESS CHANCES.

THIS FARMER RISHES OF A MACHINE Shop, with Steam-power, Tools, Stock, &c., complete, situated in a flourishing village in Central Ohio. Apply to WILLIAM T. WILLIAMS, No. 10 Beekman-st.

WANTED—A SMART YOUNG MAN IN A LIGHT business, who will be attentive to his duties, and can give satisfactory reference. Apply at 57 CORTLANDT-ST.

A SPECIAL MEETING OF THE STOCK-holders of the Brooklyn Crystal Coal Company will be held at the office of the Company, No. 9 Wall-st., on MONDAY, June 14, 1858, at 4 o'clock P. M., for the purpose of considering and acting upon the following resolutions, viz:

Any stockholder neglecting the payment of five hundred dollars per share, on or before the 15th day of June next, will forfeit his interest in the stock and property of the Company.

Any stockholder neglecting the payment of five hundred dollars per share, on or before the 15th day of June next, will forfeit his interest in the stock and property of the Company.

By order of the Board of Directors.

JOHN H. MURRAY, No. 49 Wall-st.

LIGHTS, NEWTON & SANDBURYS, No. 511 Broadway, have a splendid assortment of the celebrated Piano-Fortes in all styles, which they offer at reduced rates for cash or approved instruments will find it for their advantage to call.

RARE BARGAINS.—AN EXTENSIVE AND splendid assortment of second-hand Pianos at 55, 60, $70 and $100. New Pianos for $150 and upwards. Also, a superior stock of Pianos of our own manufacture; fully warranted. Ordered at low prices. Warerooms 385 Broadway, for a short time only.

A MAGNIFICENT 7-OCTAVE GRAND Piano-forte will be sold at a very great bargain. Also, a second-hand piano nearly new, for $175. Apply to JOSEPH T. KAY, No. 3 and 10 Bible House, 4th-st. and 4th-av.

A STRICTLY FIRST CLASS 7-OCTAVE Rosewood Piano-forte for sale, at half price; double round corners; carved keys, finished in the highest manner possible; warranted in every respect. Also, a second-hand 7-octave Piano-forte, in splendid order, at a bargain. Apply at No. 365 Broadway, up stairs.

MESSRS. CHICKERING & SONS BEING removed to their new warerooms, No. 652 Broadway, between Bond and Great Jones-sts., will offer their present stock (first-class), at reduced prices, for the next ten days, or until removed to their new premises. Pianos to let.

PIANO-FORTES.—IF YOU WANT TO BUY OR hire a first-class instrument, go to the PIANO-DEPOT, 385 Broadway, where you will find the largest assortment of Pianos in the city, at the lowest prices. Pianos to let. Pianos exchanged. Pianos repaired. Pianos packed and removed. Pianos tuned. Pianos for sale on the EASY PAYMENT PLAN. If you want to hire or store a piano, go to the PIANO-DEPOT, 385 Broadway.

INSURANCE.

THE FIREMEN'S FUND INSURANCE COMPANY,
Office No. 119 Broadway.

Organized on the plan of paying one-half the profits above seven per cent to the insured, and Orphans' Fund of the New-York Fire Department.

CASH CAPITAL, $300,000.

MERCANTILE, GRAND AND SQUARE RISKS.

Taken on favorable terms. Policies issued without reference to the Board. Losses promptly adjusted and paid.

GOLD MEDAL, PRIZE MEDAL AND DIPLOMA awarded at the late World's Fair, London, 1851, for the best display of Fire and Burglar Proof Safes, Locks, Bolts, Powder-proof Doors, &c., &c., by

HERRING & CO., No. 251 Broadway, New-York.

THE CHICAGO HOLDERS OF THIS COMPANY have hereby notified that the rights to convert said Stock into Preferred shares will expire on the 15th day of June, 1858, after which time the Stock will be transferable and bought and sold as heretofore.

By order of the Board of Directors.

H. H. ARLEY, Secretary.

THE CONTINENTAL FIRE INSURANCE COMPANY, New-York, June 1, 1858.

The Directors have this day declared a Dividend of Five per cent on the Capital Stock of this Company, payable on demand.

The Transfer Books will be closed from the 10th inst. until the 15th inst.

By order of the Board.

A. LATHER WALLACE, Secretary.

New-York, June 5, 1858.

The undersigned have this day formed a Co-partnership under the name of "THE NEW-YORK FIRE INSURANCE COMPANY," with a Capital of $200,000, for the purpose of transacting a Fire Insurance business in the City of New-York.

The Capital is paid in, and the business will be commenced on Monday, the 14th inst., at No. 72 Wall-st.

JOHN H. ELY, President.
JOHN H. MORRIS, Secretary.

THE ATLANTIC MUTUAL INSURANCE COMPANY, No. 49 Wall-st.

Cash Capital, $300,000.

Will insure against Loss or Damage by Fire, on favorable terms, Buildings, Merchandise, Furniture, Vessels in Port, and their Cargoes.

Losses promptly adjusted and paid.

JOHN H. WOOLSE

The New-York Times, Thursday, June 10, 1858.

MUNICIPAL.

The Board of Aldermen met, last evening, Present—Mr. Alderman [illegible] in the Chair.

The Board of Aldermen then went into Committee of the Whole—Mr. [illegible] in the Chair—on the following

PRIVATE ORDINANCES.

To authorize the Mayor to cause the sidewalks on the west side of Fifth-avenue, between Thirty-fourth and Thirty-fifth-streets, to be flagged